

## SPECIAL NOTICES.

**PARTY WITNESSING ACCIDENT ON CAPITAL**  
Tractor car going south, 14th and N. W.,  
February 24, 3:30 p.m., driver Mrs. WARD, 1248  
N. W. Cap. st.

**WILL JIM MILLER, WHO WAITED FOR**  
WILL GIVE \$5 OR MORE TO ANY ONE CIV-  
ILIAN who will give letter written about  
family living at 317 W. ave. s.e. Will party  
please be honest and come forward  
with desired information?

**TEMPORARY MAILING ADDRESS CAN BE**  
sent at 805 Western Bldg.

**Office of the Board of Directors.**

**LANSTON MONOTYPE MACHINE COMPANY.**  
Philadelphia, April 1, 1918.

The annual meeting of the stockholders of the  
LANSTON MONOTYPE MACHINE COMPANY  
will be held at the Elks' Home, corner Prince  
and Royal streets, Alexandria, Va., at 12 o'clock  
noon on Thursday, the 2nd day of May, 1918, for  
the purpose of electing a board of directors to  
serve for the ensuing year and transacting such  
other business as may properly come before it.

Transfer books will be closed on April 22 at 4  
o'clock p.m., and will be reopened on May 7 at  
10 o'clock a.m.

By order of the board of directors,  
W. A. HILL, Secretary.

**FOR SALE—\$3,750 WORTH OF GILF GILF**  
GILF in Washington, D. C., corporation  
organizing a new business, 1000 14th St. N. W.,  
owner needs cash. Address Box 182-8,  
Washington, D. C.

**AUTO EXPRESS LEAVES EVERY SUNDAY AT**  
10 a.m., from 2213 G. ave. n.w., for Sandy  
Springs, Md., by 11:30 a.m., for Washington,  
D. C., by 1:30 p.m.; \$1.20 round trip. NBSBY &  
WILLIS, Phone 2092, 209

**—GOOD PAINTING—**

**ROOF REPAIRING.** Wash. Loan &  
Trust Bldg., Phone No. 730.

**Grafton & Son, Inc.,**

**McCray Refrigerators.**

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STEEL SHIP PLATES  
GET RIGHT OF WAY

By Agreement at Conference  
Railways Will Change Car  
Construction Method.

## SHIPPING OFFICES SHIFTED

Under agreement reached at a conference between the shipping board, the railroad administration and the war industries board the shipping board will continue to have priority in steel deliveries over all other war industries except warship construction. The railroad administration will obtain the steel required to build locomotives and cars, but will change the character of car construction so as to reduce the amount of steel required.

The conference was called at the instance of Director General Charles M. Schwab of the Emergency Fleet Corporation. The agreement adjusts a dispute of three weeks' standing. The change in car construction will materially reduce the total of 1,250,000 tons of steel plates which the railroad administration demanded for locomotives and cars.

## Mr. Schwab Asked Conference.

Director General Schwab asked Chairman Baruch of the War Industries Board to arrange the conference to settle the difficulties presented by the demand for steel for the railroad and the shipping board. Mr. Baruch, who is in charge of the shipping board, agreed to the conference. Mr. Schwab, who is in charge of the war industries board, represented the railroad administration; and Charles Pies, vice president of the Emergency Fleet Corporation, represented the shipping board at the conference.

The railroads will be able to carry out their program for building locomotives and cars. The railroad administration will be expected to guarantee 100 per cent car supply for steel and other materials needed by those given priority.

During the conference Mr. Schwab was asked: "How many plates can you use?"

"All that can be made," was the prompt response. "I intend to speed up the shipbuilding program and I need steel."

According to officials of the War Industries Board, the output of steel plates will be increased by 20,000 tons per week by July 1, as the result of additions now being made to the steel corporation's mills.

## Take Offices to Philadelphia.

The offices of the Emergency Fleet Corporation will be transferred immediately to Philadelphia by Director General Schwab. Nearly 50 per cent of the shipping now in progress is within a short radius of Philadelphia.

The move will transfer approximately 1,500 men to Philadelphia, including all department heads who are identified with the shipping program.

Administrative details still will be handled in Washington by Vice President Pies, who retains control of the contracts, legal questions and executive matters. Purchasing, construction and housing will center in Philadelphia.

There will be ship yards in New York and Philadelphia districts, chiefly on the Delaware river, which is known as the "Cherry" river. Contracts for 4,364,303 tons of ships have been let in those districts, or 44 per cent of the total amount building in the United States.

Walker C. Connor, Jr., has been appointed assistant director of the Emergency Fleet Corporation. He will look after the handling through the yards of material consigned to shipyards.

Move Ships From Lakes.

Thirty-four new ships of 105,000 tons, completed during the winter and spring in great lakes yards, will begin moving to the Atlantic next week for service overseas. No alterations will be required for the ships to pass through the locks.

Before the ice season set in the shipping board moved forty-three ships, including twenty-four of new construction, from the lakes to the ocean.

Director General Schwab faced a crowd of nearly 1,000 persons who blocked the street in front of the shipbuilding board building to see the new director general of shipbuilding photographed for motion pictures. He took the crowd good naturedly, in company with Chairman Hurley and Vice President Pies.

Somebody asked if the three men represented "Faith, Hope and Charity."

"We have faith and we have hope; what we need is charity," was Mr. Schwab's quick retort.

The uniform wage scale now in effect in Atlantic coast and gulf shipyards has been made effective for great lakes yards, retroactive to April 1.

"This wage scale will substantially advance the wages now paid in these yards to nearly all crafts," the shipbuilding labor adjustment board announced.

LUSITANIA SURVIVORS  
BLAME CREW IN SUITS

Lifeboats Unfavorably Handled and  
No Belts to Be Found on Decks,  
Is Testimony.

By the Associated Press.

NEW YORK, April 20.—The assertion that no special instructions were given the passengers who sailed on the Lusitania on her last trip to be on the alert against danger was made in federal court here by James H. Brooks of Bridgeport, Conn., one of the survivors, who testified in the proceedings brought by the Cunard Company for a limitation of liability in damage suits amounting to \$5,000,000 growing out of the disaster.

The testimony of the witness was on deck when the torpedo struck, declared that no drills were held during the voyage and that he was not assigned to any particular lifeboat. The men who attempted to lower the boats after the torpedo struck, testified, appeared to be unfamiliar with their duties.

When the ship was hit, he declared, he entered a boat on the starboard side which contained thirty-five or forty others, but the sailors, he said, were unable to release the chain tackle and the boat went down with the ship. Portholes were open during the voyage and at the time of the torpedoing the witness declared.

Testimony that he saw no life belts on the boat deck during the voyage was given by O'Brien Hammond, another passenger, who also testified that he saw no boat drills and received no designation to a particular lifeboat in case of need.

When the Lusitania was hit by the torpedo, the witness declared, he and his wife went on deck and searched in vain for life belts. They then entered a lifeboat which was ready for lowering, he said, but the sailor at the bow lost control of the falls and the occupant of the lifeboat into the sea. His wife's body, he said, was not recovered.

## AGREE ON SPECIFICATIONS.

Tentative Compact Reached Regarding Timber for Shipbuilding.

NEW ORLEANS, April 20.—Tentative agreement on timber specifications for the modified Daugherty type of wooden ship, recently adopted by the Emergency Fleet Corporation for future construction in gulf and Atlantic yards, has been reached at a conference here between representatives of the southern lumber industry, the United States Shipping Board and the American bureau of shipping. Final action will be taken on the schedule at Washington next week.

Lumber Administrator John H. Kirby, director of the bureau, for the south, left for Washington today for the new ship timber specifications will be presented to the fleet corporation Monday for consideration.

The complete schedule will approximate 1,500,000 feet and will be ready for distribution within a few days.

## MOBILE CREW GETS RECORD.

Five Ship Workers Drive 1,250  
Rivets in Nine Hours.

MOBILE, Ala., April 20.—What is held to be a record on composite ship riveting was established yesterday at the plant of the Mobile Shipbuilding Company, when a crew of five workers drove 1,250 rivets in nine hours. Report of the accomplishment and the names of the crew were wired to the United States Shipping Board in claim of the riveting record for American shipyards. The rivets driven were the usual number done in one day. The Mobile Shipbuilding Company is building eighteen composite steel ships of 3,500 tons each for the Emergency Fleet Corporation.

## CHILE INTERNS SEEADLER MEN

Crew of South Pacific Raider Sank a  
Number of American Ships.

HONOLULU, T. H., April 20.—Fifty-eight members of the crew of the German raider Seeadler, which operated in the south Pacific ocean until it was wrecked, have been interned in Chile, according to announcement by naval authorities here. The Seeadler sank a number of American vessels and was wrecked on an island off the Pacific coast. The crew was transferred to a captured vessel and continued their raids on commerce until they were captured.

A dispatch from Santiago, Chile, March 7, said that fifty-eight Germans, part of the crew of the German auxiliary cruiser Seeadler, which after a long career as raider, went aground on one of the southern Pacific islands, had been brought into a Chilean port by the United States Navy. These men had been picked up in the Easter Islands, which they reached after the Seeadler was lost.

## Japan Decorates Gavin McNab.

SAN FRANCISCO, Cal., April 20.—Gavin McNab, who was named by President Wilson last year to receive the Japanese mission headed by Viscount K. Ishii, now ambassador to the United States, has been decorated by the Japanese emperor with the third Order of the Sacred Treasure. It was announced today. The decoration was presented to Mr. McNab by the Japanese consul general.

## Announcement.

Those things which enter into the detailed operation and management of the Turkish Bath have continued to so steadily advance in cost as to become a tax which can no longer be overlooked, and we are compelled to make a slight increase in the charge for one item of our service, to partially meet this condition.

Beginning Wednesday, May 1st, the price of the Bath will be increased 25c.

In all other features the present scale of prices will remain unchanged—while the service will continue with its celebrated efficiency.

Remember—"there's always room at the Turkish Bath." If your friends are not able to get accommodations at the hotels—we can take care of them.

The Riggs Baths,  
15th and O Sts.  
Opposite  
U. S. Treasury.  
"Twenty-four-hour Service."

THE ROLL  
OF HONOR

Total Casualties to Date.

Killed in action	278
Lost at sea	282
Died of wounds	102
Died of disease	196
Died of accident	1,247
Suicide	11
Wounded	1,603
Captured	44
Missing	37
Total	3,736

The latest casualty list contained forty-two names, divided as follows: Killed in action, 7; died of wounds, 8; died of disease, 2; wounded severely, 6; wounded slightly, 17; missing in action, 2.

Those missing in action are: Lieut. Robert B. Rhett and Lieut. Moses Taylor, Jr.

**KILLED IN ACTION.**  
HENDRICKSON, John L., corporal.  
SNOW, Earl, corporal.  
ALSON, Carl H., private.  
EMPERATE, Louis, private.  
SEELY, George C., private.  
STEPANSKI, Stanislaw, private.  
VISCUSI, Girelamo, private.

**DIED OF WOUNDS.**  
BOYCE, Roy L., corporal.  
WARE, Leon, corporal.  
RIZZO, Joseph, private.  
LANTORNE, Pierre, private.  
NORCIA, James J., private.  
YOUNG, Frederick, private.  
ZWING, Joseph W., private.  
ROOD, Seely L., bugler.

**DIED OF DISEASE.**  
DEHAVEN, Edwin A., private.  
FLANNERY, Edward J., private.

**WOUNDED SEVERELY.**  
DICKERMAN, John A., sergeant.  
FLYNN, James D., private.  
HOAG, Theodore G., private.  
MCDERMONT, Horace G., private.  
PREDDY, Walter S., private.  
ST. JOHN, James, private.

**MISSING IN ACTION.**  
RHETT, Robert B., lieutenant.  
TAYLOR, Moses, Jr., lieutenant.

**WOUNDED SLIGHTLY.**  
LOWE, Harold T., lieutenant.  
MOREY, Leon M., corporal.  
BELHUMEUR, George E., corporal.  
REZEE, Edward, private.  
BURTON, Angus R., private.  
COOK, Edward J., private.  
FLOOD, Newell G., private.  
HOWLAND, Walter L., private.  
JOLLIKER, Leo E., private.  
KENNEDY, Arthur J., private.  
MICHEWICZ, Adam, private.  
PHILLIPS, George, private.  
TOWER, John L., private.  
WHITE, Roy L., private.  
ZOMPETTI, Carl, private.

## COL. GEORGE POPE DIES.

HARTFORD, Conn., April 20.—Col. George Pope, president and later receiver of the Pope Manufacturing Company, died at his home here yesterday. He was a former president of the American Manufacturers' Association and was seventy-four years old.

Col. Pope was born in Boston and educated in the schools of Brookline, Mass. When seventeen years of age he enlisted in the 44th Massachusetts Infantry, recruited for service in the civil war. At twenty he was a major, and a year later a lieutenant colonel.

He began making bicycles in 1881 with the Pope Manufacturing Company, the president at that time being his cousin, Col. A. A. Pope. Later he became head of the concern.

In 1913 Col. Pope was elected head of the National Association of Manufacturers and subsequently was four times re-elected. He was a member of the Military Order of the Royal Legion and many patriotic societies.

The casualties during the period March 21 to April 3, were: Officers, killed, 2; wounded, 3; men, killed, 20; wounded, 52; reported missing, 45, but it is believed by the British authorities that they were not all captured, and that many of them were separated from their command and are now with other British organizations. This report of

BRAVERY OF U. S. ENGINEERS  
PRAISED BY GEN. PERSHING

Report Makes Good Reading for Americans,  
Secretary Baker Says—Men Put Up  
Real Fight During Hun Drive.

Gen. Pershing's report of the gallant conduct of American engineer troops with the British fifth army in helping check the German advance in the early days of the great offensive has been made public by Secretary Baker.

"It will make splendid reading for Americans," said the Secretary. American losses in the period from March 21 to April 1, during which the engineers consolidated and held a subsector of the British lines against repeated assaults, were given as two officers killed and three wounded; twenty men killed and fifty-two wounded, and forty-five missing. It is believed by the British authorities that some of those reported missing were not captured, but are now with other British organizations.

**Gen. Pershing's Report.**  
Gen. Pershing's report says:

"In reference to mention in summary of activities, from March 24 to March 25, of American troops fighting with British arms and to the daily summary of the battle March 29, 1918, the following has now been established from official reports:

"The commanding officer of a United States Engineers' regiment has received a copy of the following letter commending the action of the troops of his regiment: 'I have received the following from the commanding general—'

"Corps: 'I desire to convey to you and ranks under your orders my admiration of the splendid service which you and they have rendered in connection with the action of the light rail road, the untiring energy of officers, non-commissioned officers and men, who have risen to the occasion in a manner which all praise and their gallantry, much of what might otherwise have fallen into the enemy's hands has been saved.'

"It should like to add my own appreciation of the excellent service rendered by the officers, non-commissioned officers and men of the light rail road, the untiring energy of officers, non-commissioned officers and men, who have risen to the occasion in a manner which all praise and their gallantry, much of what might otherwise have fallen into the enemy's hands has been saved."

**Destroyed Material Dumps.**  
"Certain units of United States Engineers serving with a British army between March 21 and April 3 while under shell fire carried out destruction of material dumps. Thanks to the action of the British forces to Moreuil, where the commands laid out trench work, then proceeded to Demuin and back to the line near Warasse-Abaucourt and extending to the north side of Bois de Tolliau."

"The commands started for this position on March 26 and occupied it until April 3, during this time the commanding officer of a unit of United States Engineers being in command of the subsector occupied by his troops. This command was in more or less continuous action during its stay in this position. On April 3 the command was ordered to fall back to Abbeville."

## Casualties During Period.

"The casualties during the period March 21 to April 3, were: Officers, killed, 2; wounded, 3; men, killed, 20; wounded, 52; reported missing, 45, but it is believed by the British authorities that they were not all captured, and that many of them were separated from their command and are now with other British organizations. This report of

## MOTHER SLAYS TWO.

INJURES TWO WITH AX

ST. LOUIS, April 20.—Mrs. Kate Skaggs last night killed her two children, Leo, five years old, and Mary, four, with an ax and seriously wounded Cora, nine months old, and Anna Mae, three years.

After attacking the children she wrote a note blaming her